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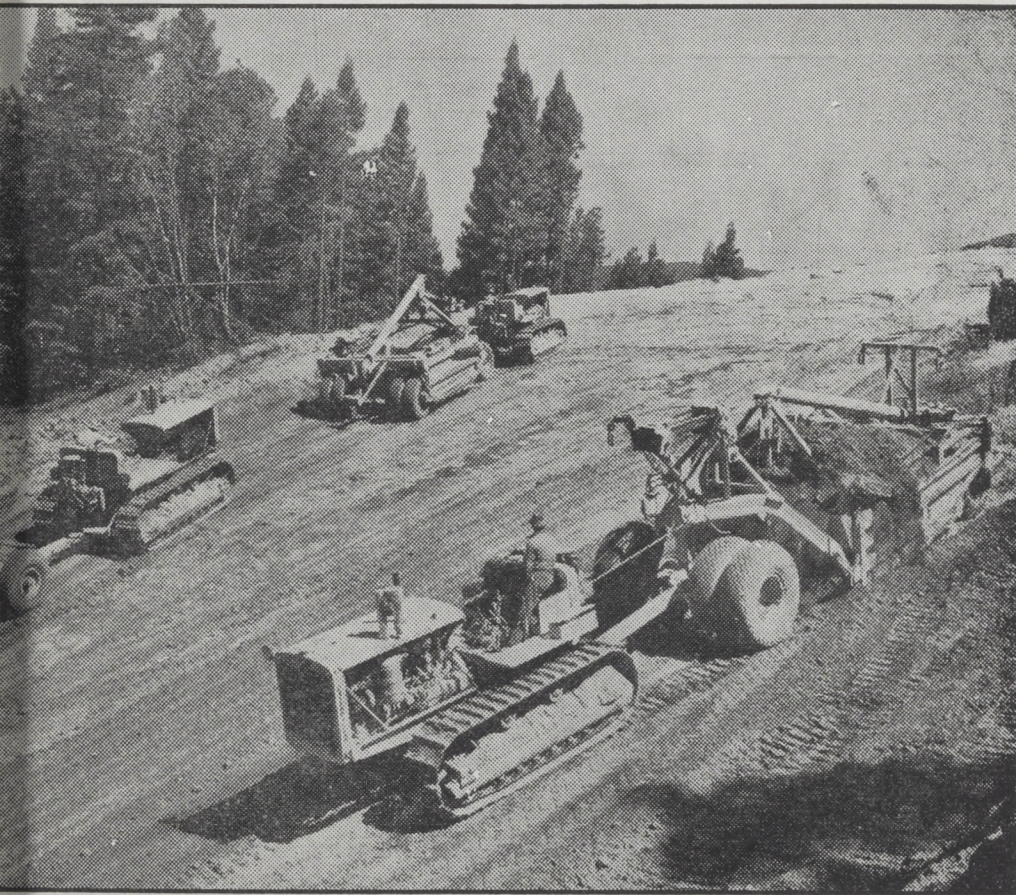
A monthly Devoted to Northern Mining Development in the Yellowknife, Great Bear and Great Slave Lakes, Goldfields, Alberta, and Northern B.C., the Tourist and Game Hunting Attraction of Alberta.

Vol. X
No. 4

April
1942

25c A Copy

ALASKA HIGHWAY TO BE COMPLETED BY DECEMBER, 1942



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SAYS THE MINER...

For many years the North has been regulated by Order in Council. By this means a Committee of a few men have been enabled to control and govern an empire without referendum to the House of Commons, excepting only after what they have promulgated is an accomplished fact.

For many years the North has suffered from a regime that has to a great extent considered only the interests of major operating companies.

The North under this regime has been regarded as an asylum for the few Indians that are left in this tremendous area.

Since 1938, development has overtaken these Rip Van Winkles and they have yet to awaken to the fact that the North of yesterday is not the North of today.

With a thriving mining industry employing numerous people, a real and energetic search for oil and other natural resources, the North is still without a voice at Ottawa excepting only through its so called N. W. T. Council. This situation is due for a change.

As an example of how such is interfering with the development of the North we have in mind the case of people desiring to exploit the fishing industry of Great Slave Lake, teeming with millions of pounds of fish, at present only used in part for dog feed. One applicant with some \$200,000 to invest, was told after six or more months delay, "Yes, you can fish but you can only take a million pounds a year out of the lake." Great Slave Lake has an area of 12,000 square miles. Wabamun Lake has an area contained in a length 12 miles long by less than a mile in width in places, the quota for that lake was, until it was fished out 400,000 lbs. a year.

It is time for a change, especially in the North. Time to get away from the sound of "His Master's Voice" and special privilege, and put this great country on a par with the rest of Canada by giving it government by the people and for the people, instead of by a bureau of Government officials.

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THIS TALK ABOUT GOLD

There is a lot of talk during the present war days concerning the fate of gold and its production. It may or may not be true that gold mining will have to take a less important stand as compared with other minerals during the war, but when gold as the standard international currency is commented upon there is a certain line of attempt to discredit it as a money medium. Is it not strange that after some two thousand years or more of the use of gold as an almost universal medium of exchange amongst civilized nations — yes, there have been plenty of civilized nations even before those which our history books call modern; all used gold as a medium, all sought gold, treasured and hoarded gold. They knew it was a medium for exchange and barter which nothing else has ever replaced. So why in these ultra modern days, should there be any question of what place gold will fulfill in any peace of the future. After all major wars gold increased in value — the Napoleonic war, and the last great war to quote as examples. After the present struggle is over, the value of gold will once again be surely increased. It must be if the huge war debts are to be even partly paid off. The United States holds 90% of the world's visible supply of gold in cold storage. At its present value of \$38.50 an oz. it could not commence to meet international obligations on a gold basis. It may be only a forecast but if after the war, the United States lends or gives all the surviving nations a share of this gold and after it is distributed, each nation increases the price of gold to \$100 an ounce or even \$200 an ounce is it not obvious that such action would enable war debts to be paid with none being hurt. Anyone who has gold stocks should hang on to them and pay no attention to our "funny" money fanatics and fifth columnists who are always seemingly eager to play Hitler's and Schacht's game of paying their bills with funny money.

Should disaster overtake the United Nations, it is a safe bet that the first thing demanded of them would be the gold reserves — every little nation grabbed by the Hitler gang has had this experience. The man or nation which suggests gold has no value are those who have none, but imagine they can get along by swapping notes with others who have no gold. A great game as long as it lasts, but when the day of reckoning comes", Oh Boy" what a headache these "funny" money artists" will get.

SLAVE LAKE GOLD MINES

Another reorganization of the set up of Slave Lake Gold Mines is under way. This company is seeking to develop the Outpost Island gold and tungsten minerals. It is stated that the chief difficulty in the way of successful operation in the past has been lack of the necessary capital for that purpose. Major E. B. Day, who recently examined the property states that the work done in taking out the ore had been of a high character and that there could be no cause for complaint as to mine management.

It is stated that provided a favorable report is received from an inspecting engineer, more capital to carry on is assured provided satisfactory arrangements can be made with the creditors and bondholders. The mine made an operating loss of \$9,323 in 1941. Over 3000 tons of ore was milled in the first three months of 1942 with a bullion recovery of \$51,918. In addition 77.9 tons of copper gold concentrates and 13.5 tons of tungsten gold concentrates were produced with a value \$12,177.

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TIME FOR A CHANGE

There surely should be a change in the operation of the Highway Department of Alberta as far as its executive is concerned. There is perhaps no province endowed with a more efficient staff and personnel than the highway department of the Province of Alberta, they know how to build roads on limited capital. However, it is passing strange that every Alberta Government from inception to date has had at the head of its Highway department a man of good party color, popular as far as vote is concerned, but who knows as much about road building as the proverbial "Cat's Whiskers"?

In various statements recently reported to have been made by the present incumbent, the following classics appear:—"I cannot build roads because of oil restrictions this year"—"I have offered to lend the U. S. authorities all the road machinery they may require which we have available"—"I have just been advised that we will get priority in purchasing road machinery,," First he offers machinery—then says he must have priority to get more machinery for regular work—then winds it up with, "I cannot get oil, hence no roads."

Not a word is mentioned that in view of the fact there will be less roadwork in 1942 and less motor travel owing to gas restrictions, there should be a rebate in license and other fees the Government collects from the long suffering motorist. If roads are not built what is to be done with the monies collected from motorists. More salaries, boards, etc.?

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WILL DEVELOP NICKEL SHOWINGS

Officials of Edmonton Athabasca Gold Mines Limited state that they are proceeding with the development of the nickel deposits situated on the property held by the Company at Goldfields, Saskatchewan, as far as funds available will permit during the summer of 1942. The property owned by the company is located adjacent to the Box Property on one side and the Athona Mines on the other side. Considerable prospecting was done on this property in previous years under the direction of Dr. Christopher Riley, mining engineer.

Edmonton Athabasca Gold Mines Ltd. is an Edmonton company which has well located property at Goldfields and also controls a property in the Yellowknife District. Managing Director of the company is E. H. Molstad, 600 Agency Bldg., Edmonton.

ALASKA HIGHWAY FOUNDATION FOR RAILROAD

Well founded reports state that the present construction of the Alaska Highway has the objective of it being easily converted into a railway later on. With this end in view it is stated that the road grade is being kept so as to conform with a proper railway grade. It is stated that the railway, if built would cost around \$68,000,000 and could be completed in 16 months.

The proposed route is from Fort St. John to Watson Lake and then up the valley of the Francois River over the Bering Divide into the Pelly River watershed and from there by some

route at present undetermined to the north bank of the Tanana River, some distance east of Tanacross, and then into Fairbanks.

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An Empire Builder's Opinions of the Alaska Highway Route

The old timers of the West knew the best routes through the West. They had to. It was the only way they could travel. Sir Donald Mann changed the situation as far as Edmonton was concerned and would have, if the war of 1914 had not intervened, provided a rail route almost identical with the Alaska route of today.

Everyone knows the history of Sir Donald Mann, the builder of the present western end of the Canadian National Railways, today known as the most efficiently run, the most economical as to grades and construction amongst the railways operating on the American Continent. Sir Donald started life in the west in 1879 when he helped to hew the timbers required to build the first railway bridge in Western Canada. This was over the Red River, near Winnipeg. He says "he watched with much misgiving the first locomotive going over this bridge." The bridge was built on the ice.

He recounts that in 1893 a prospector offered him a whole mine for \$10. The fellow had only just staked it. Sir Donald said the mine was in a wilderness with no railway anywhere in sight and he turned it down. That mine was the Sullivan Mine, which produces around \$12,000,000 a year and is perhaps one of the greatest lead mines on the North American continent.

Speaking in 1929, he stated that less than twenty years ago in spite of all opposition of financiers, economists and governments he succeeded in financing the construction of the C.N.R. through the Yellowhead Pass from Edmonton to Vancouver. All Edmontonians know what this meant in the industrial life of Edmonton. It transferred Edmonton from a one railway branch line town to its present incomparable position as rail centre for five railways.

But Sir Donald added, "Before I had completed that road, I discovered that even the best could be bettered." This was a rail projection due East from the head of Portland Canal to the Saskatchewan River. Sir Donald followed out his hunch and actually started to build it a few years before the last world war. Fourteen miles

of this road was completed, docks and track facilities were provided at Stewart at the head of Portland Canal and the route east to Edmonton was surveyed. The war stayed construction, but this particular charter is still in existence and is controlled by the Consolidated Mining and Smelting Co. as far as Fort Graham which is near the route of the Alaska Highway.

Sir Donald emphasized the chief reason for the building of this line was to tap the enormous anthracite coal deposits in Northern British Columbia known as the Groundhog Coal Fields. He states that there are billions of tons of this coal right above his contemplated rail tracks. That it is the highest grade of anthracite coal ever known carrying but 2% ash, 1% moisture and 93% fixed carbon, better than even the best of Welsh or Pennsylvania coal. He said at that time, that when this coal is marketed it would have a monopoly of the markets of the Pacific coast. That pulverized and blown into ships furnaces it would be superior to oil fuel.

In addition he added there are 50,000,000 acres of the finest virgin agricultural lands to be tapped by this railway. That somewhere in this country will arise a bigger metallurgical centre than Pittsburg and a greater industrial city than Detroit. Many much required minerals exist and are all tributary to the route.

Sir Donald would have completed that railway if it had not been for the war of 1914. He, a great Canadian pioneer, has passed over the Great Divide, but his words still ring true and today in this year of the second great war crisis, his judgment and enterprise is being vindicated, for the Alaska Highway will do after peace is declared all the things that this great empire builder forecast, for it will tap not only Alaska and the Yukon but also that great hinterland

of Northern B.C. which only those who have pioneered through its reaches can vision.

Sir Donald in closing this auspicious interview in Calgary in 1929, emphasized the need for Canada to have men of vision at the helm. For Canada to realize that with its small population it could not expect to escape the envious eyes of more crowded nations and that it could only be by greater development and more population that Canada could hold fearless and unafraid what it has today in rest and contentment.

Edmonton and the West have much to thank this great railroad man for today. He has made many things possible. Large airport development, great industrial expansion and now, without a doubt, to him must apply a certain amount of credit as the first to visualize the great future which the Alaska Highway will bring to Edmonton and the North.

THE TOURIST AND THE ALASKA HIGHWAY

Government publicity bureaus and others are still evidently of the opinion that there will be an influx of tourists to Alberta this year in view of the building of the Alaska Highway. Why all the optimism in these circles—perhaps they have not yet discovered there is a war on—that the

Alaska Highway is a military road and not a joy riding one—and that gas and other restrictions will without a doubt keep the “tourist” at home. In addition, this tourist trade at the present time can only clutter up the works and many may perhaps suggest that after viewing the history of German penetration into European countries via the “Tourist” that it would be just as well if these bureaus either took a rest or else joined up in the war effort. To talk of tourists when most Canadians are being told to “Get out—prepare to fight”, seems to be a most crass example of Governmental foolishness.

* * *

He grabbed my round my slended neck,

I could not call nor scream;
He dragged me to his dingy room
Where we could not be seen.
He tore away my flimsy wrap
And looked upon my form;
I was so cold and scared,
While he was so wild and warm.
His feverish lips he pressed to mine,
I gave him every drop;
He drained me of my very self;
I could not make him stop.
He made me what I am today;
That's why you find me here—
A broken bottle thrown away,
That once was full of beer.

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AS A MATTER OF FACT

Broadcast by G. H. Lash, Director of Public Information, Monday, April 6th, 1942.

Good Evening—

Among the corps of newspaper correspondents and radio commentators in Washington are two young men—Robert S. Allen and Drew Pearson. They are free lance writers. That is to say, they are independent operators who sell their stuff to anyone who will buy it. Over a period of time, they have developed a large clientele among American newspapers and their programmes of radio chit-chat attract a big audience. If my mail bag is a criterion, a large part of their radio audience is situated in Ohio, Indiana and Illinois.

A short time ago the firm of Allen and Pearson produced for the press and radio two stories about Canada's relations with the United States. Both stories were sensational. Both were untruthful and both have proved disturbing and damaging to Canadian prestige in the United States.

Now, a contradiction seldom catches up with a rumor or an untruth. Consequently those of us upon whom falls the responsibility for denying such rumors and untruths, think twice before we take action because often all a denial accomplishes, is to extend the area of disaffection. However, in the two instances mentioned, the false information persists and the area of damage continues to grow. Accordingly, tonight, I shall tell you the truth of both stories. Before starting, I should like to say that if either Allen or Pearson had wanted to do so, they could have learned the facts without trouble, had they not seemed more interested in catering to sensationalism or other interests. I know neither Allen nor Pearson, but despite the fact that they have made a small fortune out of their Washington correspondence and radio activities, and by that standard are measured as successful, smart young men, I should like to say to them that in a world of honest men they can never be accounted either competent or successful until they learn to distinguish truth from untruth and until they recognize their

responsibilities to the public above all else.

Now to get back to Messrs. Allen and Pearson and their stories. One of these was that, by refusing the North West Airlines permission to use the new Canada-Alaska air bases, the Canadian Government was preventing the United States from moving men and military supplies to Alaska. That canard was given wide circulation by American newspapers and by American radio stations. What is the truth? Here it is:

Civilian flying across international boundaries is covered by international agreement. This agreement provides that an application from a citizen of one country to fly in another, must go from the Civil Aeronautics authority of the country in which the applicant is resident, to the appropriate authority in the other country. This application must be forwarded through established diplomatic channels. No such application from North West Airlines has ever been received in Canada.

Despite this well-established procedure, without notice of any kind, a civilian plane of North West Airlines loaded with radio equipment and personnel appeared in Winnipeg. The Company announced its intention of setting up radio facilities between Edmonton and Fairbanks and of establishing its own route. The use of radio equipment is even more closely regulated in Canada than is civilian flying, and no application has been made by North West Airlines, through our communications authority, for the allocation of wave length. Both circumstances were reported to Ottawa and the plane was very properly grounded at Edmonton pending investigation.

This investigation proved that, without the Canadian Government being aware of it, the United States Army Air Corps proposed to give a contract to North West Airlines to carry military personnel and supplies to Alaska. As soon as this became known, the Canadian Government gave im-

mediate consent on the explicit understanding that the service in question would be confined strictly to military transport.

The reason for confining it strictly to military transport is that there is no necessity whatever for a new civil airline from the United States to Alaska. Two such lines, operating over Canadian territory, have been in existence for a number of years. Nor is there any need for anyone to set up new radio communications. The new airline from Edmonton to Alaska is modern in all respects. This line, built by the Canadian Government, has been equipped with radio beams and radio telephone, and the Canadian Government has always been willing to put all of these facilities at the disposal of the American Government for military or other governmental purposes.

The other nasty piece of misinformation spread by the careless typewriters of Messrs. Allen and Pearson, was the charge that Canada had been blocking action on the Alaska Highway.

Well, here are the facts about that:

Until February 13th last, neither the United States nor the Canadian Government had indicated, either officially or otherwise, any considered views as to the desirability of constructing a highway to Alaska, although as far back as 1930, proposals to that end had been discussed.

In 1930, as a result of representations from residents of Alaska, the Yukon, British Columbia and certain Western States, both Governments appointed Commissions to study the proposals. These studies were carried out between 1930 and 1933, but neither Government was sufficiently impressed by the findings of the Commissions to take action.

Between 1935 and 1938, there was occasional correspondence on the subject of a highway to Alaska, but it was not until 1939 that both Governments again agreed to appoint new commissions to study the whole project once more. These Commissions carried out extensive studies and they reported back to their respective governments (United States in 1940) and (Canada in 1941). The United States report favoured construction of the

highway; the Canadian report merely presented a statement of the relevant facts.

In November 1940, the Permanent Joint Board on Defence, on which, as you know, the military experts of Canada and the United States are represented, discussed the proposition from the strategic standpoint. The Board, which is charged with planning North American defence, came to the conclusion that the construction of such a highway could not then be justified on military grounds. The service authorities in both countries concurred in this view and it was accepted by both Governments. That I repeat, was in 1940.

Nothing more was heard of the proposal until February 13, 1942, when the United States Government intimated through their Minister in Ottawa, the changed situation in the Pacific made it desirable that a land connection with Alaska be constructed without delay. That very same day, weeks before Messrs. Allen and Pearson accused Canada of blocking the project, that very same day, the Canadian Government agreed the United States might begin initial surveys. The Canadian Government, the very same day, agreed also to the American Government's proposal that the whole matter be referred for advice to the Permanent Joint Board on Defence.

The Board debated the subject on February 25th and 26th. It recommended that the construction of the highway be undertaken. To this, the Canadian Government gave formal consent on March 5th. In the meantime, United States engineers were already engaged in preliminary surveys.

These facts which lay bare the complete untruthfulness of the charges of Allen and Pearson were, as I have said, available to them, had they been sufficiently interested in the truth, to ask for them. The facts prove conclusively that far from holding up the United States proposal, the Canadian Government agreed instantly to the commencement of surveys, and exactly one week after receiving the recommendation of the Defence Board, the Canadian Government approved the whole subject.

Now just in case the two inaccurate

young men in Washington go off the deep end again, let me make it quite plain that the United States Government is paying the entire cost of the construction of the Alaska highway and its maintenance during the war, but not because the Canadian Government has any objection to paying its share, if asked. The truth about that is this: The Canadian Government financed alone, the building of the new Alaska air route within Canada, and is paying for its upkeep. The American Government, I repeat, the American Government felt that under these circumstances, the Canadian people should not be asked to contribute towards the cost of the highway.

It is unfortunate a controversy of this kind should have to be aired. It is even more unfortunate it was ever started because, as the facts I have presented, prove, there was never any foundation for it.

But my mail from Indiana, Illinois, and Ohio indicates that the untruths have found strong root there and are flourishing. Reference to the subject in Canadian publications, also makes it desirable the misinformation should be corrected. So I have done it and I hope you will too, any time you hear it. If you would like a copy of this talk to fortify yourself with the facts, write and tell me and I shall see one is mailed to you.

The sort of loose reporting and talking of which I have been speaking tonight is one of the reasons why we are not doing a better job in this war. People whose thoughts are disturbed by conflicting information and emotions cannot concentrate their whole energies to the attainment of a job. And the job we have to do today is the hardest and most critical we have ever been asked to undertake. We cannot afford to allow the Allens and Pearsons or any other type of rumor monger to distract our attention or divide our loyalties.

Unless I misread all the signs, the next two hundred days will be the most important two hundred days in our lives. Here and now, we must make up our minds to fight; to think of nothing but fighting; to fight as we have never fought before; never wavering in our faith; in our loyalties and in our determination. Let the

word "Fight" be our watchword. Let no person and no word; let no incident, manufactured or real weaken our courage or our will. Refuse to listen to rumors; push all personal prejudices into the background. The crisis is upon us. Keep your eyes on Europe and Fight.

Ed. Note—"Are we mice or men?"

This broadcast of the Director of Public Information, Ottawa is printed herein in full, as received. The Director of Information is either not fully acquainted with the facts leading up to the consideration of the Alaska Highway or else is trying to cover up a bad political mess.

As we know the facts—For many years a road to Alaska has been proposed. It has been tacitly endorsed by both Governments by reason of having appointed two commissions to enquire into its feasibility.

The Ottawa Government up to and including the date upon which the United States Government finally decided upon the Edmonton route for this highway consistently refused to allow its commission to investigate any other route excepting those in British Columbia.

In the House of Commons, as late as the last session, the Premier of Canada had to ask for the privilege of delaying a reply on the question of the Alaska Highway on the plea that he had no official knowledge, although an expensive Commission had been working on same.

Both Governments were urged as far back as some two years ago to consider the Alaska Highway as a means of defence or offence should the Pacific be involved in this war. The United States Government had and has considered it. The Canadian Government did not, although the Canadian Chairman of the Defence Board stated that such a road would mean an easier invasion route for the Japs to come over, forgetting that his Government had already provided airports along that route.

It was urged that this road be started in the summer of 1941. It was not until March 1942 that official action was taken. Had that

action been taken six months previously, a winter road would have been available to take supplies in.

The duty of the Director of Public Information is without a doubt the dispensing of real information to the people of Canada and also to the people of the United States, it is not his duty to cover up and protect either governments or individuals who may have regarded politics first and the good of the people second.

ALASKA HIGHWAY WILL BE COMPLETED DEC., 1942

The Alaska Highway as far as a gravelled surface is concerned will be completed by December, 1942, says Jack Sutherland of Nome who has a contract on the Whitehorse end of the road.

Mr. Sutherland recently flew over the route to Dawson Creek and states work is well under way from both ends. From the end of steel at Dawson Creek heading north west to Watson Lake, with a spur connecting up with Fort Nelson to the North East, the road goes on to Whitehorse, then down the Yukon to the Boundary and the Richardson Highway into Fairbanks, Alaska.

Supplies, machinery and materials with engineers, surveyors and U. S. soldiers have been on a 24 hour schedule, says Mr. Sutherland, since March 8th. Trucks, tractors and dog teams have been hauling freight ahead to the front line towards Watson Lake.

Warehouses and a tent camp is now located at Fort Nelson, 370 miles from Dawson Creek and supplies to this point, to last several months, have already gone in.

Country from Fort Nelson on to Watson's Lake shows better road building conditions.

The haul road for contractors is to be 24 feet wide, gravel top highway. The survey is being done over 600 miles from Dawson Creek by survey parties now in the field.

The Public Roads Administration, (U.S.) through its western division located at San Francisco has the job of pushing the contractors to complete this new "Burma Road" so traffic can pass over it.

Many engineers and parties from San Francisco, Portland and other western points are on the ground and more are arriving daily to help in the work.

It is stated that there will be some forty contractors doing the work before Whitehorse is reached. It is surmised that the Whitehorse, Boundary, Fairbanks end of the work will be handled through the Juneau office of the Roads Administration. Contractors from Alaska and the North West will divide up this mileage in sections according to their equipment on hand so that the road can be completed in time, and this section should be in shape for passing traffic for war needs by December, 1942, though it will take another year to completely finish the highway.

Labour, says Mr. Sutherland, is no problem to the contractor who knows how to handle the situation. There are plenty of experienced construction men glad of this opportunity. Several hundred men are already at Whitehorse and much equipment is either on the ground or on the way from Seattle to implement the equipment already available in Alaska.

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PLANNING THE ALASKA HIGHWAY

Two men sat in an office in Edmonton, some seven years ago. Before them was a Commission map of the proposed Alaska Highway showing beautiful red lines winding through the mountains of Coastal B.C. In addition to the map there was a straight edge and a small mickey of Scotch. Both were necessary as things turned out.

"What do you think about these Commissions ignoring Alberta, Edmonton and the Peace as regards routes for this road?" said one.

"Oh, they have not yet heard politically of Edmonton, besides Alberta has a 'Funny money' government," said the other.

"Lets have a drink and drink to the success of an Edmonton route for the Alaska Highway."

"O. K. with me."

So they both looked at the map, one picked up the straight edge and said, "If I draw this line straight south east from Fairbanks to Chicago it will pass through Edmonton".

"Sure it will. But then is this going to be a straight road or a political one, for if its the latter it will have to turn many corners, won't it?"

"Yep, but perhaps we can convince some of them anyhow that it should be a straight road. Let's go!"

So then the battle for Edmonton's position on the Alaska Highway was started. Crazy, yes, that is what everyone said, but the work was kept going, a little push here, a few hard knocks and rebuffs there. Then suddenly the Japs went amuck at Pearl Harbor. Uncle Sam said, "Hey! Where's the

Alaska Highway?" The Commission said "It is in B. C., amongst the political rocks." "Oh no, it is not", said Uncle Sam, we want a straight road". So they built it north from Edmonton.

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METAL CONTROLLER WILL ASSIST PROSPECTORS

G. C. Monture, general assistant to the Metal Controller urged upon prospectors the necessity for an intensive search for urgently required war metals. He stated that every assistance possible would be given by the Metal Control Board in developing discoveries. He mentioned the minerals required most are chromite, chromium, tungsten, tin, mica, graphite, manganese, titanium, vanadium, molybdenum and fluorspar. He stated "We are depending upon prospectors to either tell us that the mineral is not in Canada or that you will show us where it is. Having shown us where it is, I can assure you that we will do all possible to put it in the proper place, where it will win".

From time to time, one hears prospectors tell stories of knowing of some one or other mineral deposit and at the same time complaining that none are interested. Here is a concrete example of where interest can be contacted immediately, if any deposit of such ores is known to a prospector.

MEASURING TUNGSTEN DEPOSITS

Dr. Joliffe, government geologists states in regard to arriving at a rough estimate of tungsten content in a showing: If in an exposed vein surface you have one square inch of tungsten mineral for each square foot of vein material, there should be a vein carrying about \$20 to the ton in tungsten. Accuracy in measuring is all important he adds.

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BEAULIEU RIVER TUNGSTEN

With Government geological parties on the way and several exploration syndicates and companies reported to be contemplating activity in the Beaulieu River area, the question of the development of tungsten at this point is receiving much attention.

Springer Exploration interests are sending in a party to prospect. Arctic Circle Syndicate is to continue work on discoveries made last summer, preparations are also being considered for the establishment of a mill by this syndicate. A mill is to be installed on the T. B. gold showing by W. L. McDonald with the added idea of treating tungsten ores. R. T. Gilman of Montreal is now associated with the Mitchell interests and work is contemplated on the Mitchell locations. Cons. Mining and Smelting Co. are to make an intensive prospecting search for tungsten ores.

ALBERTA ROADS

The Hon. A. W. Fallow states that the road program this year must be curtailed considerably as far as "blotter" type roads are concerned, due to oil restrictions. If this is so, there is no reason why gravel and dirt roads should be neglected. There is no restriction on gravel or dirt and the Peace River Highway is a case in point which needs gravel badly to make it passable at all times. The fact that it is mostly gravelled with the exception of a few gaps adds to the argument that this work should be done in 1942. With the building

of the Alaska Highway and its demands for transportation, the single line rail to Dawson Creek is inadequate to carry the enormous tonnage to go in to the North and the roads will have to be used. As an Alberta war effort, the Provincial Government should see that a proper road be provided from Edmonton to Dawson Creek.

WATER SUPPLY IN EDMONTON DISTRICT

The time is coming when it will be necessary for the City of Edmonton to go further afield for its water supply than as at present taking it from the Saskatchewan River. Some years ago it was suggested that Pigeon Lake could be made a source of water supply for Edmonton. The Saskatchewan River heads up on the Columbia Glacier divide and here the Athabasca Falls present a superb source of both water and power. At the present time, at low water periods the City is hard put to keep up a proper supply of pure water without resorting unduly to chemical treatment. This condition is plainly one that must be taken care of in the future when increased population will demand a larger supply.

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MIRROR LANDING SHOULD HAVE A BRIDGE

In connection with the present movement of freight and men to the new sections of the Alaska Highway, there is no doubt that in as much as it will be impossible for the railway to handle all the tonnage and traffic, that the Peace River Highway will have to be used for part of it. In this connection a bottleneck exists at Mirror Landing near Smith, where the Slave River is crossed by a ferry. At the breakup and freezeup, the ferry cannot operate with the result that traffic is stalled for at least six weeks. A bridge across the river here is a necessity, can be easily and cheaply built so why not include this in the road improvement program of the Alberta Government road schedule for 1942.

Adolf, Benito and Tojo were approaching the gates of heaven. St. Peter sat on the wall.

St. Peter (to Musso): How many lies have you told?

Benito: One.

St. Peter: Walk around heaven once.

And you? (to Tojo).

Tojo: Two.

St. Peter: Walk around heaven twice.

(To Benito who had just returned) Where is Adolf?

Benito: He went back for his bicycle.

NED GROUP MAKES GOOD SHOWING

Officials of N.W.T. Gold Limited state that the Ned Group upon which property it has a crew of six men at work now is showing up well. Recent reports from the property are to the effect that 60 tons of high grade ore has been recovered and is being sacked for shipment. Grab samples, says officials, have given an average

of 29.12 oz. to the ton, with some sacked ore going as high as 37.80 oz. to ton. The property is being drilled and the ore already recovered is stated to be valued at at least \$60,000.

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WHAT TO DO IN CASE OF AIR RAIDS

1. As soon as bombs start dropping run like hell. It doesn't matter where so long as you RUN. If you are inside a building run outside; if outside run inside.

2. Take advantage of opportunities offered when air raid sirens sound the warning attack. For example: (a) If in a bakery grab a pie; (b) If in a tavern, grab a bottle. (c) If in a movie grab a blonde.

3. If you find an unexploded bomb pick it up and shake it well: the firing pin may be stuck!

4. If this doesn't work, place the bomb in the furnace. (The Fire Department will take charge later.)

5. If an incendiary bomb is found burning in a building, throw some gasoline on it—You can't put it out anyhow so you might just as well have some fun.

(a) If no gas is available, throw a bucket of water on it and lie down—you're dead.

(b) The properties of the bomb free the hydrogen from the water with rather rapid combustion (in fact, it will explode with a "helluva" crash.)

6. Drink heavily, eat onions, limburger cheese and all sorts of stuff before entering a crowded shelter. This will make you unpopular with the crowd in your immediate vicinity, eliminating unnecessary discomfort that would be more prevalent if people crowded too close.

7. If you should be the victim of a direct hit don't go to pieces, lie still and you won't be noticed.

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FARMING AT YELLOWKNIFE

Yes, strange as it make seem, there are several people now engaged in farming at Yellowknife — Here they are:—

Dennis O. Callaghan, in addition to chickens, is going to stock up with pigs and goats. Martin Bobe is getting a couple of cows. Tom Reed is going in for market gardening. Art Brace is getting a spot ready for a garden, Fraser Nicholson is bringing in a bunch of horses and several have done very well with their hens this winter.

Provided soil can be found and this can always be located in the river bottoms, there is nothing in the Yellowknife climate or growing season to stop the raising of foodstuffs.

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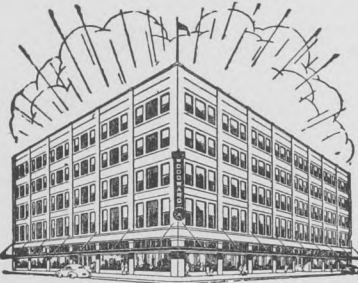
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